

health insurance exchanges, even if they use their own money.

My legislation will change that. It says that we stand for inclusion. It says that we understand the principle that, if you are here, if you are working and caring for your family and contributing to society, you should be healthy. Not only that, but your health and your protection from diseases, injuries, and preventable illnesses impacts my health care and the health care of my family.

As a nation, we all benefit when we spread the risk, invite younger, healthier workers to join our exchanges, reduce the costs of compensating hospitals for caring for the uninsured, and reducing the number of uninsured who live and work here.

Doing unto others as you would have them do unto you means moving forward with no restrictions on which brother and sister and neighbor we think of as eligible or deserving or is, in fact, considered my neighbor, my sister or my brother.

My party and the vast majority of my country understands that getting immigrants on the books and into the system and integrating them into today's American society should be the goal, just as we have done with every other group of immigrants throughout our history. My legislation, the Exchange Inclusion for a Healthy America Act, is a step in that direction.

NORTH EAST BLUE RIBBON

The SPEAKER pro tempore. The Chair recognizes the gentleman from Pennsylvania (Mr. THOMPSON) for 5 minutes.

Mr. THOMPSON of Pennsylvania. Mr. Speaker, I rise today to commend two schools in my district that were named this week as National Blue Ribbon Schools for 2015.

The National Blue Ribbon Schools program was started by the United States Department of Education in 1982 and recognizes overall academic excellence or the success of the schools in closing achievement gaps in their student population.

Youngsville High School in Warren County and North East High School in Erie County both received this honor. They are among less than 20 schools in the State of Pennsylvania to be recognized, which is quite an accomplishment when you consider the many hundreds of schools in Pennsylvania's 500 school districts. Overall, 285 public schools across the Nation received this honor.

For Youngsville High School, this honor is many years in the making. The school has greatly improved its test scores and is using the collaboration of teachers, students, and staff, along with community members, to make sure its academic success continues to grow.

In Erie County, administrators at the North East High School say that their learning model is built on heart, trust,

and respect. School organizations such as National Honor Society, student council, and the school's Inspire group are intended to boost student performance in the classroom and highlight their service in the community.

I know that the administrators for both the Youngsville and North East High Schools have worked for many months toward this goal. I congratulate them, their students, and teachers on this major accomplishment.

TAX REFORM AND INFRASTRUCTURE FUNDING

The SPEAKER pro tempore. The Chair recognizes the gentleman from Oregon (Mr. BLUMENAUER) for 5 minutes.

Mr. BLUMENAUER. Mr. Speaker, Politico yesterday had a fascinating story about CHUCK SCHUMER, widely expected to become the next Democratic leader in the Senate, in talks with Republican leaders in the House and Senate about a major tax and infrastructure deal.

It would give a lower tax rate on hundreds of billions of dollars parked overseas by international corporations and use the tax on those proceeds to finance a more robust 6-year transportation bill. What is not to like?

I have been working tirelessly for us to be able to finance America's failing infrastructure, having introduced the first gas tax increase on the Federal level in 22 years. I have been working with stakeholders, like the U.S. Chamber of Commerce, organized labor, truckers, AAA, contractors, transit, the whole array of people who build, operate, use, and rely upon American infrastructure.

I am sympathetic to getting this job done. America is falling apart while we are falling behind. It doesn't work to try to pay for 2015 infrastructure with 1993 dollars.

The simple answer that Ronald Reagan successfully championed as President was raising the gas tax, in his case, 125 percent. It is taking hold around the country as even very red Republican States—six already this year—have raised their gas taxes, and our legislation in Congress is gaining more attention as people understand that this is the best way forward to solve the problem.

What is wrong with the deal that is being examined by Senator SCHUMER? Well, first of all, the path towards international tax reform is very complex and rocky, with many competing interests. No one disputes that the patchwork of our corporate tax system that we have currently is unfair to some and produces distorted results.

We have the highest stated statutory corporate tax rate in the world. But, for many corporations, that is not so much of a problem because they have been working to carve out their own exemptions and loopholes so that what the average that corporations pays is much less than the stated rate. But, for

some, particularly those that build and operate in the United States, they do pay that statutory rate and it is a problem and it is unfair.

There is also still the incentive for some to park more money overseas. Most of us think that it is going to require revenue to buy down the corporate rate, to reform it, and repatriated dollars would be a source to adjust that in a way that doesn't make the deficit much, much worse.

There is also a problem of competitiveness. Some organizations actually have offshore operations to be closer to their markets. If you are going to sell in China, for instance, it makes sense perhaps to manufacture it there rather than ship it halfway around the world with all the complexity and expense.

I have been meeting with a wide variety of corporate tax officers who ask the question about equity. Why should they with their overseas operations pay for domestic infrastructure that everybody benefits from? That is a great question.

This has the potential of actually costing the Treasury more in the long run, making it harder to have an equitable adjustment in corporate tax reform, and shift the burden that should be paid by all American users instead concentrated on a small portion of American taxpayers on their overseas operation. They ask where is the equity, and it is hard to see.

That is why we have the basic principle of a user fee: People use a service and they pay for it. The gas tax for decades has served that purpose since it was first introduced in my home State of Oregon in 1919 for road construction. It is still the simplest, most direct, most fair, easiest to administer, and would enable us to solve this problem in a matter of months.

Unfortunately, the path we are on is very uncertain as well as unfair. We are going to have the 35th short-term extension of the highway trust fund next month. No country has become great building its infrastructure 10 months at a time.

The answer is not an elaborate deal that is being discussed which makes it less likely we solve the problems. Why don't we just deal with it directly, put hundreds of thousands of people to work at family-wage jobs, actually reduce the deficit, increase the economy, and strengthen the quality of life in communities large and small all across America.

Let's not engage in gimmickry. Let's rebuild and renew America.

HONORING SPECIALIST KYLE GILBERT

The SPEAKER pro tempore. The Chair recognizes the gentleman from Georgia (Mr. HICE) for 5 minutes.

Mr. JODY B. HICE of Georgia. Mr. Speaker, I rise today to commemorate the life and legacy of U.S. Army Specialist Kyle Gilbert.

Specialist Gilbert was recently killed in Afghanistan while serving our Nation just days before his 25th birthday.